

Today's Advertisements.

HONGKONG VOLUNTEER CORPS.

BY kind permission of Lieutenant Colonel Sir J. W. CARRINGTON, C.M.G., Commandant, Hongkong Volunteer Corps. A PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on WEDNESDAY, the 3rd July, in aid of the Corps Band Fund.

Admission \$1, Naval and Military in uniform half price.

(Sd.) C. G. PRITCHARD,

Captain R.G.A.,

Adjutant, H.K.V.C.

Hongkong, 20th June, 1901. [652c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports, on SATURDAY, the 22nd instant, at 3 p.m.

For Freight or Passage, apply to DOUGLAS LAIPRAK & Co., General Managers.

Hongkong, 20th June, 1901. [653c]

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 20th June, 1901. [654c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 20th June, 1901. [2]

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [656c]

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY, Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 20, 1901.

REUTER'S TELEGRAMS.

PARLIAMENT.

LONDON, June 18th.

Mr. Lloyd-George in the House of Commons, moved the adjournment of the House to discuss the subject of refugee camps in British South Africa. Sir Henry Campbell-Bannerman supported the motion, which was rejected by 253 votes to 134.

The Liberal Imperialists abstained from the voting. The minority included 54 Irish members.

FRANCE AND THE CHINESE INDEMNITY QUESTION.

M. Delcassé informed the Cabinet ministers that he has definitely agreed to the Chinese indemnity question method of payment.

BIRTH OF A RUSSIAN PRINCESS.

The Empress of Russia has given birth to another daughter.

BRITISH GUIANA.

SIR J. A. SWETTENHAM APPOINTED GOVERNOR.

Sir J. A. Swettenham K.C.M.G., Colonial Secretary, Straits Settlements, has been appointed Governor of British Guiana.

THE CIVIL LIST.

The House of Commons has passed the Civil List.

WEATHER REPORT.

The Observatory report says:—On the 20th at 12.10 p.m. the barometer has fallen on the E. coast of China, and is little changed elsewhere. The depression still lies over the E. coast. Gradients moderate with strong S. monsoon in S. China and the N. part of the China Sea. Forecast:—Strong to fresh S.W. winds; squally, showery.

LOCAL AND GENERAL.

PARCELS Mails for Europe per s.s. *Paranatta* will close at 3 p.m. on Friday, the 21st inst.

THE birth of twin sons to Princess Frederick Charles of Hesse is an event of extraordinary interest to the House of Hohenzollern. The Princess had previously given birth to twins, and as she has two other sons she is now, like the Emperor, the happy parent of six future defenders of the Fatherland.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

SHANGHAI papers to hand report the suicide of Mr. F. Schüttel, on the morning of the 14th inst. It is stated that he had been summoned to appear before the German Court to answer to a charge of embezzlement. The deceased was Secretary of the Club Concordia. He shot himself through the heart with a revolver, and death was instantaneous.

ON Tuesday last when the s.s. *Hankow* was passing the first barrier before reaching Whampoa, on the front beach, a large dragon boat, manned by about 130 men, got in the wash of the steamer and capsized. About sixty were drowned and forty bodies have already been recovered. This will, no doubt, act as a damper to to-day's dragon festivities.

THE *China Gazette* understands from private sources that in addition to the two cases of plague on the *Empress of China*, already published, the Japanese quarantine officials found the dead body of a Chinaman whilst fumigating the vessel. The body had been concealed by his fellow-passengers, and it was afterwards discovered that the man died of plague.

THE Paris *Figaro* publishes an article dealing with the attitude of the Australian Commonwealth towards the French and German possessions in the Pacific. It declares that France and Germany must defend their Pacific possessions against the disquieting covetousness of the Commonwealth. In conclusion, it says: "France ought to watch the early acts of the Australian Republic vigilantly, impartially, and benevolently."

We would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to:—

The Editor,

"Hongkong Telegraph,"

50, Queen's Road Central.

Hongkong.

A TRAMWAY scheme has been proposed for the French Settlement at Shanghai. Steam is suggested as the motive power, on a plan known as "Purrey's System," which has been very successful in Paris.

THE striking off of the large stock of rupees, ordered by the Indian Government is now nearly complete at the Bombay and Calcutta Mints, and the minting of British dollars will now be resumed at the usual rate. No steps are being taken, at present, for the coinage of sovereigns in India.

INDIAN contemporaries contain notices of an appreciative character regarding Mr. Thomas Jewell Bennett, who has just retired from the editorship of the *Times of India*. Mr. Bennett, who has seen seventeen years' service in India, was first connected with the *Bombay Gazette* and had been for nine years editor, and part proprietor of the *Times of India*.

A SOLDIER of the Black Watch, while passing a private of the Bushmen, stepped heavily, and perhaps intentionally, upon the foot of the latter. Up sprang the 'Bushie.' You stepped on my foot, he hissed menacingly. 'Well,' said the Highlander, apologetically 'I did my best to step over it, but a Hielan mon is only human. I'm nae a kangaroo.' A fierce battle immediately ensued.

THE *Japan Times* states that sixteen head of pigs bought in England by the Formosan Governor-General's Office for the purpose of improving the pigs of the island having arrived there, they are temporarily kept in the Taihoku Experimental Farm. They are to be distributed among the three Experimental Farms now existing in Taihoku, in addition to 30 head kept hitherto in those establishments.

WE regret to hear, says the *New Press* of the 15th inst., that there are a few cases of small-pox in the Settlement, two or three being located in Fukien Road and thereabout, so it is said. If this is true we trust the Shanghai authorities will put forth vigorous efforts to stamp out this frightfully infectious disease. All cases should be removed from private dwellings and segregated, while all houses infected should be thoroughly cleansed and disinfected. We would suggest a house-to-house search for cases.

Sport & Gossip, Shanghai, says:—When a vacancy occurs in an establishment here, either from death or any other cause, there are as a rule some dozens of applications for the billet, but I do not hardly think this now the case as regards the secretaryship of the German Club, for since 1887 five secretaries have been accused of embezzlement and suicide or attempted suicide. Two drowned themselves, one poisoned himself, one attempted to shoot himself, and Mr. Schüttel on Friday last not only made the attempt but was successful.

IT is now reported, says a recent *Kokumin Shinbun*, that the Japanese Government recently expressed its view, with regard to the Chinese indemnity question, in favour of the British plan. As we have often stated in these columns, however, the British plan, pure and simple, will practically result in cutting down our claims. As our claims presented to China are strictly the actual damages we have suffered, any reduction thereof will leave us in so much of loss. We therefore believe that the Government's consent was made dependent on some conditions. What those conditions were, we are not yet fully informed.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice.)

June 20th.

THE ALLEGED DRINKERY CASE.

Heung Yeung Chang sworn in, gave his evidence through an interpreter. I am a rent collector in the employ of the complainant. I live in Wanchai and go to 9 Old Bailey from 9 a.m. to 10 p.m. I saw the defendant on the 24th April for the first time at 9 Old Bailey. I went to work as usual, there was a Chinese constable in the room that morning. The room we were in is on the second floor next the verandah. The prosecutor came in about 10.15 a.m. About 10.45 the defendant came in. The prosecutor and defendant went and had a look round the rooms and then came back to the sitting room and sat down. The defendant started speaking in English. I understood him. I overheard the conversation and understood they were talking about 31, Hollywood Road. The defendant said: "Your house, the wall is right, the roof is ruined." He asked my master for a pencil and paper. He then drew a sketch. I heard the defendant say: "Your wall is right, your roof is ruined; suppose you pull the whole wall down and take the whole roof off, it will cost you about \$800. If you do as I have drawn you can do the work for \$50. Now I charge you \$100." My master said, he was charging too much. He could not pay \$100, he said he would pay the defendant \$30 and afterwards said \$35; he took some bank notes out of his pocket and laid them on the table, took back one and gave the rest to the defendant, passing them round the corner of the table; the complainant said: "You must not give me any more trouble now." The defendant said: "No." The witness described how the defendant put the notes into his pocket, drank some whisky and soda and then walked on the verandah and said: "What's that?" He came back and spoke to his master about not playing him any tricks and after some further unimportant conversation went away.

Cross-examined by Mr. J. J. Francis, K.C.—My master did speak to me about the way he had been questioned; he said he felt very tired after it. My master did not tell me to say how the money was passed, i.e. round the table, nor under it. I was not asked, at the Magistrate's hearing, I heard what passed on the verandah. I am now giving the fullest details. I have no friends in court. I have spoken to no one about the case. I was a year in the Wanchai school and won prizes. I told the Magistrate I lived in the day time in No. 9 Old Bailey, not that I slept there. I did not know why the

defendant was in the room on the 24th. My master did not tell me. If my master said he had consulted me it was a lie.

The evidence of the complainant given the day before was read, i.e. that he had consulted the witness.

Witness. I came to know of the matter on the morning of the 24th about 9 a.m. My master said to me: "I am bringing a European to the office to-day, belonging to the Public Works Department, named Crisp. He has tried to get money from me, and when he comes you must pay attention to what passes." I did not write it down. That is all my master said to me. I had heard of the defendant trying to get money from my master. My master said nothing to me on receipt of the notice about No. 31 house. I stayed at my desk working when the defendant and complainant went down stairs. I saw the defendant arrested. I went out with them and then returned to my desk. I did not go downstairs. I went to the head of the stairs and could see straight down to the street and saw the arrest. I could not see the defendant's face when we were all in the room. I was sitting half behind him. I saw him take a pocket book out. I have not said so before. I saw him put the notes into his pocket book and put them into his pocket. I saw the notes clearly, but not the pocket book. I might have made a mistake in my evidence, I would not tell a lie.

His Lordship told the witness to write down the first two or three sentences of the conversation between the complainant and the defendant, that he heard. After doing so the paper was handed to His Lordship and then to Counsel and the jury.

By His Lordship.—I had been rent collecting about a month for the complainant, I had no previous dealings with him, we were school mates at a Chinese school. My wages were \$15 a month. I was about 14 years old when we were school mates. I have known Li Kai since I have been in the service of my master. I have seen him daily at his shop. We are friends. Li Kai has never said anything particular about this case. He once handed me a notice and said something about the case. I handed the notice to my employer. The defendant was at 9 Old Bailey on the 23rd in the afternoon shortly after 12 and went away about 5 p.m. My master brought him. I was in the room with him all the time. I knew on that day that he was there about an officer of the Public Works Department who wanted to extort money. My master told me when he came in with the defendant.

Questioned. Did you not say you only knew of this case when you went to work on the morning of the 24th?

Witness. I made a mistake. I forgot to say I was told on the 23rd.

I am still in the employ of my master.

Cheung Tung, detective sergeant 292, said he went to 9 Old Bailey on the 23rd and 24th April to the scene of the case. He went at 9 a.m. on the 24th. He sat down in the sitting room and at 10.45 the complainant and defendant came in. They had some conversation together, he remaining in the room. He could make out pretty well what they were saying. He saw the \$400 paid and defendant go away. He followed about 10 ft. behind him and saw him arrested by Detective Inspector Hansen.

Cross examined by Mr. J. J. Francis, K.C.—The main fact elicited was that it was impossible for anyone standing at the top of the stairs to view the arrest made by Detective Inspector Hansen.

Mr. H. P. Tooker, executive Engineer of the Public Works Department, sworn in, gave evidence as to the notices served and plan given to the complainant.

The witness, continuing, said a joint inspection was arranged between Mr. Chatham, Mr. Leigh and myself. We went together to inspect on the 4th April. We did not inspect the roof. We could not see any defects in the roof, but we did in the wall. The defendant was not present at that inspection.

The defendant reported again on the 12th that the roof was not safe and was a danger to the public. I told the defendant the decision arrived at, and that the Director of Public Works had decided what was to be done and that he need not interfere further. I do not know why the Defendant further examined the building.

The court was here adjourned till 2 p.m.

After further evidence the witness said:

The defendant said to me, the Cheung Sung Kiu has been offering me some cigars. I said he must be very careful, the defendant said he had been 9 years in London exposed to temptations of that sort and that he had never accepted a bribe from anyone. He said: "If Cheung Sung Kiu continues to offer me bribes, I will make an example of him." That was the substance of what the defendant said; the defendant only mentioned cigars as being offered him. He mentioned no dates.

A number of letters referring to the case were then read.

The witness continuing: There was a summons taken out against Cheung Sung Kiu on the 25th April subsequent to the arrest of the defendant. I saw the complainant at the Public Works office on the morning of the 24th. He spoke to the defendant. I was sitting at my table; the defendant was standing up. The defendant said to me: "Cheung Sung Kiu wants me to show him the ground what should be done to 31 Hollywood Road." He said: "My duties take me along Hollywood Road this morning" may I go to him? I can describe on the ground what is better to be done, I said "yes." They then left, it was about 10.30 a.m.

I think it would have cost Cheung Sung Kiu about \$1,000 to have complied with Mr. Chatham's order to rebuild the wall. I expected the roof to be thoroughly repaired. To put in the tie rods and plates and timber would have cost about \$300.

To pull down the wall and rebuild would have cost about \$1,000.

If the files had been taken off and new timbers put in it would have been safe, but not altogether satisfactory in my opinion.

If the defendant had reported me that No. 31 had been made alright, I should still have gone and seen it; witness have been sunk on the ground what should be done to 31 Hollywood Road. He said: "My duties take me along Hollywood Road this morning" may I go to him? I can describe on the ground what is better to be done, I said "yes." They then left, it was about 10.30 a.m.

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SEIZURE OF A FRENCH LAUNCH BY THE CUSTOMS AUTHORITIES AT CANTON.

(From Our Special Correspondent).

The adjourned investigation into the seizure of the French launch *Sang Li* by the Customs authorities was continued at the Custom House, Canton, at half-past-ten, this (Wednesday) morning, before Messrs. Lee Che and Kao Koon Lan, the Honorable Mr. Yuen's, A. F. Morgan, Esq., Commissioner of Customs, and Mons. Haroulin, French Consul at Canton. At the opening of the Court, Mr. Piré produced documents, purporting to establish his claim to the ownership of the launch *Sang Li*, late *On Wo*. These papers were carefully perused by the Court. One of the documents was a deed of sale executed at the French Consulate, Hongkong, on the 21st January last, from a Chinaman named Fung Kee of Hongkong to Messrs. H. Piré and Company, of the steam launch *On Wo*.

The Commissioner then produced and read a document he had received from the Harbour Master at Hongkong stating that on the 22nd January last—one day after the date of the above deed of sale—the launch *On Wo* was sold by Fung Kee to Chou Chu Hong, of 32 Bonham Strand, Hongkong, and that on the 15th of April the name of the launch was changed to *Sang Li* and same owner's name declared on the register. He further stated that no application had been received by him to register Mr. Piré's name as the owner of the vessel.

The French Consul rather indignantly remarked that on Saturday last, all that the Court required was a deed of sale of the launch to Mr. Piré. That deed was now produced and yet the Commissioner was not satisfied. What more did he want? He could not see what more was required. He still claimed the launch was owned by a French subject, and was himself perfectly satisfied with the papers produced and must recognise the launch as under the French flag. He asked Mr. Carl, the Commissioner of Customs at Lappa, to produce and read the register of the vessel given by the French Authorities at Kwang-chow-wan.

This document was read and at the conclusion the French Consul insisted that it was conclusive evidence, in his opinion, of the nationality and ownership of the vessel, and he would on no account waive his opinion. He also refused to sit on the Bench and hear the evidence, unless this was admitted by the Court, and thought it would be much better to refer the question of ownership to the superior authorities at Peking, because if the vessel was subsequently proved to be Chinese, his sitting on the Bench would be illegal, and he therefore distinctly declined to hear any evidence, until the ownership was satisfactorily established.

Mr. A. F. Morgan, the Commissioner, still maintaining the vessel was Chinese owned, it was finally decided to again postpone the case, until a decision had been received from Peking, establishing the ownership.

Mr. Piré applied to have the launch released in the meantime as it would take a long time to receive a reply from Peking, and if the launch was kept idle all the time, he should certainly claim heavy damages from the Customs.

The Commissioner read the clause in the treaty concerning this matter and said that if Mr. Piré or the French Consul would give bonds to the full value of vessel and cargo, she might be released.

This not appearing satisfactory to either Mr. Piré or the French Consul, the launch will be detained pending the conclusion of the investigation.

The French Consul asked to be informed as to the mode of procedure with regard to change of ownership of a launch in the Harbour Master's office at Hongkong.

The Commissioner then called Mr. L. A. Byworth (Harbour Master at Canton) who stated that he knew that it was not only necessary, but imperative, that both parties concerned—i.e. seller and buyer—should attend in person before the Harbour Master at Hongkong, and make a declaration as to the actual ownership of the vessel in question.

The French Consul remarked that any name could be given in as owner.

Mr. Byworth in reply said, that if everything was in order and aboveboard, there would be no occasion for anyone to make a false declaration as to ownership.

Mr. Piré, interjecting: "We have not made a false declaration."

Mr. Byworth—"I am speaking generally—I am not referring to your case in particular."

The proceedings then terminated.

THE JELEBU MINING AND TRADING CO., LIMITED.

The following is the Rin Lode Mining report for the month ending May, 1901.

During the month a great deal of work has been done on the No. 2 lode, but with not very good results, the

DAIJIIN MARI Japanese Trader - 800. T.

Among other accomplishments Quong Yen is a soldier. He received his military training at Canton, and has served as a volunteer. He has brought some photographs showing the decoration of the Queen's statue in Hongkong with wreaths by the Chinese when the fact of Her Majesty's death became known.

It is quite likely that, with the primitive methods then in vogue, all the gold may not have been extracted from the quartz, but geological and historical authorities are agreed that it is extremely unlikely that the precious metal would be found in payable quantities. Meantime specimens of the quartz are eagerly sought after as curios.

We are not deceived by the heading. We were going to name the winners, we do not like the name of a single horse or man. We go to discuss the bets, for all our money and everything else is tied up in one investment made from the luckiest "sport" on the track. We have made a bet that it was "race day" in Singapore. Even the Lord's Day could hardly be thoroughly and depopulate the Square tomorrow, for the time being, the races. We are disinclined to think that every locked door meant an undid place of business; or at least, that business place closed meant an intelligent person who had been needed here. In Singapore; a big one and bigger than any present located here; and one will, as a matter of principle, show too much respect to the horse-king to close up his give the appearance of universal ill to an anti-Christian performance. Still, let some of the good business men turn become missionaries thus far withheld a hurried tale.

A crowd of people gathered around a fast-moving car, which was driving rapidly. A crowd of people gathered around a fast-

FRIDAY, 28th.
Daylight—N. Y. K. steamer, *Hitachi Maru*

19th June—Manila. 17th June, General—

Malacca	Straits, &c.	June 27th
Sumatra	Hayre, &c.	July 2nd
Java	Straits, &c.	Aug. 8th
Batavia	Shanghai	June 2nd
Amoy	Manila	June 28th
Swatow	Port Darwin, &c.	July 14th
Shanghai	Shanghai	Aug. 2nd
Yokohama	Hayre, &c.	July 24th
Kobe	Japan	Aug. 1st

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	To-morrow, 21st June, at Noon.
A. E. Moses	HAMA	
MIKE MARU	BOMBAY, VIA SINGAPORE and COLUMBO	To-morrow, 21st June, at Noon.
M. Yagi		
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday, 24th June, at 4 P.M.
H. Ono		
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLUMBO and PORT SAID	Friday, 28th June, at Daylight.
G. Anderson		
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Friday, 28th June, at 4 P.M.
N. Tate		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 19th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	VIA	SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.	

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 19th June, 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England

Sole Agents for Hongkong and the

EMPIRE OF CHINA:—

WATKINS, LIMITED

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND-SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

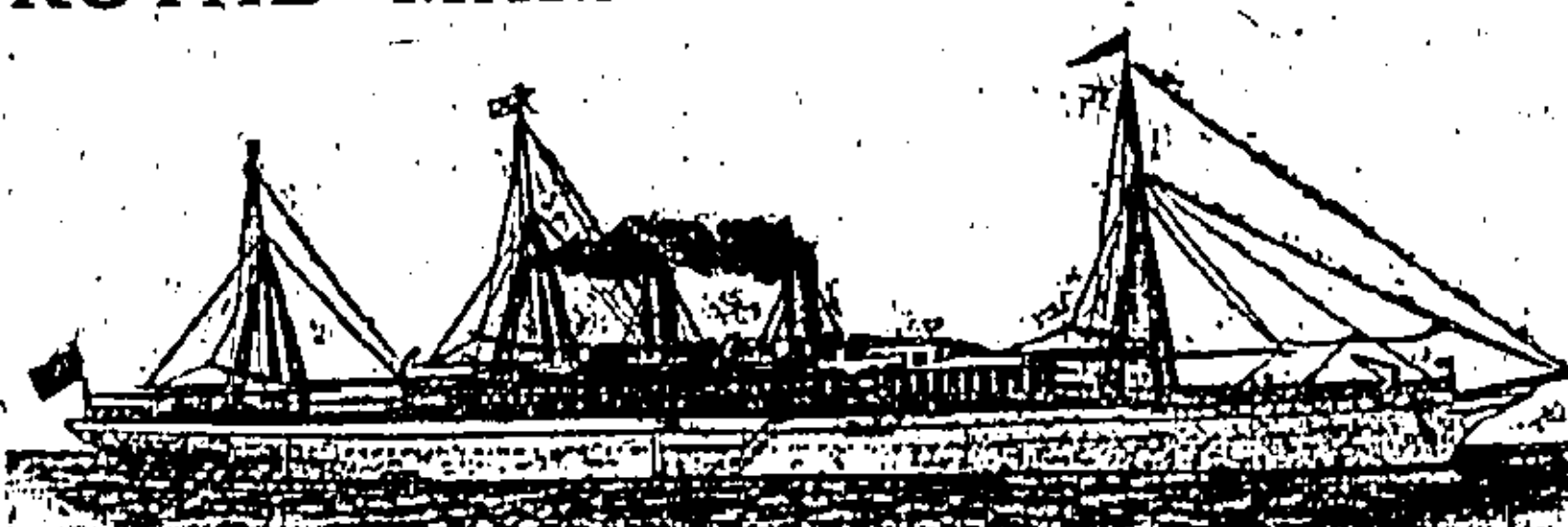
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG.	25th June. Freight.
Mayer	(Calling at SINGAPORE and PENANG.)	
SAMBIA	HAVRE, BREMEN and HAMBURG.	12th July. Freight.
Schmidt	(Calling at SINGAPORE and COLOMBO.)	
WUERZBURG	HAVRE and HAMBURG.	26th July. Freight.
Schneider	(Calling at SINGAPORE and PENANG.)	
ACILIA	HAVRE and HAMBURG.	9th August. Freight.
v. Dohren	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"NANCHANG"	21st instant.
SHANGHAI	"WHAMPOA"	22nd instant.
MANILA	"BUNGKIANG"	28th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IXION"	21st June.
	"PELEUS"	25th June.
	"DEUCALION"	2nd July.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MACHAON"	25th June.
	"PROMETHEUS"	15th July.
	"ALCINOUS"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCOS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 17th June, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King... 3,379... about... June 21

THE Steamship

"BELGIAN KING"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 184c

Hongkong, 19th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUNSAUNG"

Captain E. J. Butler, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1901.

THE OSACA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. 579c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. 529c

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK"

Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. 644c

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY" will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901. 549c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th June, 1901. 634c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain G. T. Blackland, will be despatched as above TO-MORROW, the 21st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th June, 1901. 635c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.

THE Company's Steamship

"HYSON"

Captain J. S. Hogg, will be despatched on SATURDAY, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A., via Great Northern Railway at Current Rates.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 18th June, 1901. 643c

THE OSACA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. 526c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to

A MISERABLE EXISTENCE.

POLICE, DETECTIVES AND SPIES.

St. Petersburg, 14th May.
The great review of troops by the Tsar took place to-day. The weather was superb, and the spectacle was a brilliant success, in spite of the apprehensions inspired in official quarters by disquieting rumours, circulated amongst the public, and the report, which emanated from some agents of the secret police, that there was reason to fear an attempt on the life of the sovereign or of some other exalted personage. The effect, however, of these alarming suggestions was that precautions of the most exceptional character were taken.

The route by which the Tsar was to pass was guarded by a whole army of police, troops, detectives, and spies, and even the Great Summer Garden, which his Majesty had to traverse with his escort in order to reach the Champ de Mars, was closed to the public, who were not admitted until after the review was over to this favourite resort of St. Petersburg society.

Strong detachments of police, gendarmes, and Cossacks were also posted at the different entrances to the city, where the soldiers were kept concealed in courts and elsewhere, in readiness to act at once if large bodies of workmen from the workshops and factories should take it into their heads to march into St. Petersburg for the purpose of making a demonstration to celebrate May Day (old style).

As a matter of fact, nothing untoward occurred, and the people who thronged the streets, watching the return of the troops to their barracks, wore the ordinary gay aspect of a holiday crowd. —*Reuter.*

AMERICAN TRADE AND THE BRITISH COAL TAX.

The principal address at the annual meeting of the Iron and Steel Institute in London, was made by William Garrett, of Cleveland, Ohio, who professed his remarks by declaring that Great Britain's supremacy in the iron and steel trade, so long held, is now lost. He said, in part:

"Your falling behind is partly due to the fact that up to the present you have had no competition. I may be wrong, but I venture to assert that during the past ten years all the British iron and steel manufacturers together did not spend as much money in improvements as the Carnegie did in two years. Is your ingenuity and energy exhausted—yes, who, at one time, were the greatest manufacturers in the world? I cannot believe it. In order to show how far you are behind in the output of wire rods, four of the best rod-mills in Great Britain during January did not produce as many rods as one of the wire mills in the United States. Is there no remedy? And will Great Britain, the mother of that business, who taught the world how to make wire, give it up?"

Andrew Carnegie followed with some remarks along the same lines. "You must look at home," he said, "and develop the material you have. Seek ye first the United Kingdom, and the markets of the world will be added unto you."

That Great Britain herself appreciates the truth of these American criticisms is apparent from the tone of recent comment in English trade journals and daily papers. The New York Tribune calls attention to a project which shows more than ordinary willingness on the part of British employers and workmen to profit by the best features in American industrial methods. It says:

"Louis Cassier, editor of a technical magazine which is well known on both sides of the Atlantic, announces a unique enterprise. Fifteen or twenty workmen, selected from as many different establishments and representing a variety of industries in Great Britain, are soon to be sent to the United States in a body to study the ways of their Yankee cousins. A month or more will be devoted to the task, and during that time the deputation will visit the principal manufacturing centres of the country. Each man is to be designated by the concern which employs him, but he is to be chosen from a number that have been nominated by their fellows. Employers and trades-unions will co-operate in meeting the expense of the undertaking. Thomas Westgarth, managing director of what are said to be the largest works in the world for the production of marine engines, originated this idea, and it will be carried into execution by Mr. Cassier."

"The experiment is well worth trying, from the British manufacturer's point of view. Moreover, the scheme is a handsome tribute to the character and efficiency of the American workman which the latter will be quick to appreciate. It will stimulate him to persist in a policy which commands the admiration and anxiety of his industrial competitors in the Old World."

The British coal tax of one shilling a ton, which was included in the last budget and aroused such violent opposition from the British coal interests, is being widely discussed in its relation to English and American trade rivalry. The Philadelphia Press goes so far as to state that this tax will prove a "fatal blow to English trade supremacy." "Already American coal has a large sale in territory that was formerly supplied entirely from British mines, even in British possessions," remarks the Atlantic Journal; "the export tax will give American coal a still greater advantage, and will certainly increase its sale in neutral markets." The English and Scotch coal-owners complain bitterly over what they term the injustice and inequality of the provisions of the new tax. "Well has it been said that the tax is not upon coal, but upon the export trade in coal," declares the Glasgow correspondent of the New York Iron Age, who points out that the burden of taxation will fall on the districts producing for export, while two-thirds of the coal produced in Great Britain will escape it. He continues:

"The impost may not be large enough to cut off foreign export very materially at present, but what effect there is in reducing exports will be felt chiefly in Scotland. Those who support the tax do so because they think it will be paid either by the foreign consumer or by the coal-owners. But it will fall upon neither. The foreigner will not pay it, because he has many sources of supply open to him, if not for the exact coal he would like to have (as for instance, for the Welsh steam), at least for fuel that will serve his purpose at a price. He will not pay more than its market value for the superiority of British coal over other coal; and, moreover, the imposition of this shilling duty will be taken by coal producers in other countries merely as a first instalment of what Great Britain may do to raise money to conserve her own resources, and production will be stimulated everywhere. The coal-owner will not pay it if the foreigner refuses. He will make a special price for export—as, for instance, tub-makers do—and in the reduced average this will make in his sales he will adjust wages on a lower basis. Thus in effect the duty will be paid by the wage-earner and the home consumer, which is certainly not what the Chancellor of the Exchequer intended."

Sir Michael Hicks Beach, in replying to his critics in Parliament recently, said that the coal export trade could bear the tax very well, and that the English coal was of such excellent quality that it was safe from competition. He

declared that the net profit of the British coal-owners in 1900 was £26,000,000, on a capital of £110,000,000. Referring to the danger of American competition, he said:

"Last year the price of our coal at the port of export rose very much higher than the price of coal in the United States. In spite of that our coal export was 38,000,000 tons. The United States exported a little over 16,000,000. If the United States could not compete when the price of our coal was very high, it would be impossible for them to compete when the price of our coal is low." —*Literary Digest.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Auter, Bishop Van
Armistead, Miss A.
Aurwin, Miss
Agathe, G.
Allan, Mrs. W. J.
Andrew, Miss
Anderson, Mrs.
Arnold, Miss
Anderson, O. M.
Abern, J.
Atherton
Bryan, M. R.
Bird, W. B. M.
Barton, A. L. L.
Buisson, W. T.
Benham, Mrs.
Burroughs, Miss C.
Byron, A. C.
Boyd, Mrs. J.
Bovrou, J. E.
Bliss, A.
Burden, A.
Bliss
Hurke, Miss
Bennett, E. F.
Baylton, P.
Beya, C. B.
Hales, H.
Budge, J.
Chapman, W. Mrs.
Cardigan, J.
Cowle, E. H.
Callesen, Capt. V.
Cowie, Mrs.
Cooke, L. F.
Graig, J.
Chaves, L. L.
Carrington, J. C.
Cuncin, Mrs.
Costa, M. J.
Carlson, A.
Cruz, D. B.
Cary, W. H. F.
Comrie, J.
Caffrey, J.
Carlson, P.
Dunbar, Miss E.
Darlington, H.
Dunbar, T. E.
Deas, W. P.
Davis, Miss A.
Dean, F.
Donnels
Darna Sayna, A. B.
Duncan, D.
Dingeldin, A.
Elkins, S. B.
Evans, W. A.
Ezekiel, A. K.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Foot, Capt. F.
Fagen, O.
Flint, O. M.
Forest, Miss A.
Friedman, Mrs. S.
Fernandes, C.
Field, H. C.
Forster, Dr.
Feinold, F. L.
Goetz, P.
Georgeson, J.
Grunstein, B.
Greenwood, T. L/C
Gairatt, T.
Crimin, C.
Grund, H.
Gray, J. C.
Guicuria, Sr. A.
Godwin Mrs.
Hardy, R. J.
Hachez, Mrs. H.
Hooley, P. F. G.
Hvermyer, T. C.
Huby, G.
Harrison, Mrs. P.
Hallard, F. J.
Haycock, A.
Hay, Rev. N. E.
Hick, J. S.
Hall, S. B.
Henderson, W. H.
Heavey, Mrs.
Hawley, W. L.
Hakata, C.
Harling, H. G.
Hastie, J. (R.G.A.)
Harper, A. H.
Hughes, E.
Hing, C.
Hastie, G. F.
Hill Dept.
Hawes, C. H.
Hughes, Mrs.
Ip Fu
Irvin, Miss
Irwin, C. W.
Johnson, J.
Jeffries, Rev. M.
Jenkins, C. M.
Juma, Mrs.
Johnson, R.
Jansson, A.
Johnson Hon. H. C. B.
Kelper, G.
Kern, R.
Kirk, Dr. S.
Kohn, W.
Kuhn, F.
Kirkman, G. W.
Knapp, Jr. W.
King, G. G.
Kirk, A. R.
Kime
Korster, Mrs. O. W.
London, H. J.
Loglaize L.
Loher, A.
Larkin, A.
Leon, C. de

Li Pin Shang
Lebrun, H.
Lee, Miss D.
Lee, C.
Monasché, L.
Marcus, S. R.
McGregor, A.
Mills, W.
Maxwell, Lieut. D. H.
Myer, J. D.
Matisen, J. F.
Mui, Miss A.
Mein, W.
MacCallum, D.
Machowsky, P. von
Medical Officer
Moffatt, Dr. A. T.
Monteiro, T.
Mullins, J. H.
Mehta, Miss S.
Malpas, Miss
McKinnon, J. F.
Mias, A.
Marshall, A. W.
Nicol, J. A.
Neilson, E.
Nishizaki, J.
O'Beirne, J. G.
Osway, Miss
Owen, W. P.
O'Connor, Mrs. J. M.
Olcott, Miss E.
Osborne, E.
Paulsen, T.
Pillay, R.
Patterson, J. H.
Paisis, G.
Pintovsky
Paul, V.
Parkinson, Dr. T. W.
Pereira, Miss S.
Plummer, H. B.
Purrauli, E.
Perkey, S.
Pige, Miss M.
Pastruo, D. J.
Pastruo, B. W.
Painter, Rev. T. W.
Pereira, D. S. G.
Pomeroy, Dolly
Rivington, C. F.
Rose, R.
Kamos, A.
Read, Miss M. B.
Rushy, O. B.
Roberts
Riegen, Capt. A.
Ryder, E. P.
Rush, E. P.
Rynolds, R.
Renech, Mrs.
Reuterford, Mrs. H. H.
Reid, J. G.
Roberts, H. C.
Robinson, & Co., J.
Richard, Prof.
Remedios, Mrs. F. M.
Robinson, C. T.
Reid, J. C.
Smith, W. A.
Stewart, Messrs. J. & G.
Siven, E.
Stephen, A.
Steel
Stewsbury, R. W.
Stevens, G.
Stanley, L.
Sawada, Miss
Schuh, S.
Siv, R. T. P.
Spieler, O.
Santos
Simpson, A. I.
Shane, Capt.
Shideler, A. M.
Sumborne, Dr. F. G.
Spiller, M.
Sanyer, N. M.
Sparrevohn, F. G. P.
Stewart, Miss
Sterling, G. J.
Stockwood, W. G.
Starr, Miss G.
Tomylkin
Torre, T.
Talbot, T. W.
Takenowchi, Miss H.
Tsán, Mrs.
Tong Hong
Thomson, Mrs. A. B.
Takmakoff
Thompson, P. H. W.
Underwood, J.
Vanderpel, Mrs. M.
Van Fu
Westrop, Miss
Wilkins, Mrs.
Welch, J.
Will, W. N.
Wheeler, J.
Woods & Co.
Wren, Pt. W. E.
Watts, Mrs.
Ward, E.
Wheate, W. E.
Westerte, H.
Walker, J. D.
Williamson, J. O.
Wenburn, H. O.
Williams, D.
Wallier, J.
Whinnerah, T. C.
Watts, Miss F. W.
Wise, A. W. S.
Wallace, F.
Walker, R.
Young, W. R.
Young, H.
Young, Ed.
Zinn, G. A.

List of Registered Covers in Poste Restante
Ahmed Ueen, I.P.C. Kader Hadjie Mo-hamed Adjud
638 (2)
Blank, Miss A. Arran-
dale, Southport, (1)
Returned.
Buta Singh
Dona and Co., Supt.
Brewery.
Burke Ali Khan,
I.P.C. 856
Brimble, Capt. A.
Bortolo, B.
Babal Singh
Beval, Bonifacio
Becker, Guy
Chunda Singh, I.P.C. 585
Clarke, J.
Crane, E. H.
Collins, H. M.

Kader Hadjie Mo-hamed Adjud
Kalm, R.
Kenner, A. C. (Lon-
don).
Karan Iahli
Kahim Bakash
Kelardy, G.
Lyons & Co., J.
Ludah Singh
Montero, F. M.
Massey-Lee, J. H.
McKay, Charles
Morris, Capt. R. A.
Mondra Singh
Mayson, William
McVeagh, E.
Marie, Hugo

Cruz, M. H.
Cato, J. T.
Dohi, N. M. Khan
Dean Singh, I.P.C. 537
Duff, A.
Delbanco, E.
Fox, F. (2)
Entmalle (Lombay)
Felicie, Blas
Fouissane, A.
Ferreira, F. X. P.
Fairs, G. (Singapore).
Freidmann, R.
Fontesquien, H.
Frampson, Mrs.
Ghor Khan
Gewanall Singh, I.P.C.
807
Garcia, R.
Gulab Khan, I.P.C. 509
Gunda Singh
Gleick, M.
Gonsalez, J.
Hand, J. (Manila), To
Constancia Hand,
Vic. Eng. School,
Hongkong.
Hassan Ali, I.P.C. 669
Hilton, St. John.
Hazar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, Ed. G., Port-
land (Maine), Re-
turned.
Hakan Singh, I.P.C.
602
Hall, J. L.
Hall, Capt. F. (2)
Hoashi, S.
Haynes, J.
Hemra Singh (Sin-
gapore).
Harris, W.
Hamlin, Mrs. G.
Imanuchi, S.
Johnson, C. E.
Jeevan Singh, I.P.C.
664
Koch, Carl

List of Registered Covers for Merchant Ships.

S.S. Asov G. Nazimovich.
"Atlas" M. Richardson.
H.M.S. Barfleur G. Groves.
S.S. Belgian King Abernethy.
"Changsha" Capt. Moore.
"China" Mr. Cooper.
"Ducation" M. J. Garbutt.
"Elite Novach" J. McCarty.
"Emma Lyken" Capt. Wallis.
"Haitian" R. Olsen.
"Hankow" J. Christie.
"Hanoi" Then, Ramier.
"Haiting" A. E. Tilston.
"Kilgore" R. P. Milles.
"Kishinev" Capt. Sander.
"Lancel" F. Nielsen.
"Monmouthshire" Capt. J. Kennedy.
"Mowatshir" W. Cropley.
"Muto" J. P. Walker.
"Parranada" C. Mottis.
"President" R. B. Munro.
"Radley" John Mann.
U.S.H.S. Relief Chas. McFeely.
"Relief" J. H. McNeill.
"Relief" J. H. Miller.
"Relief" P. Schneider.
S.S. Rewa C. Antonias.
"Saint Jerome" Capt. A. Jones.
"Shantung" Miles.
"Shantung" J. Kynock.
"Takung" R. O. Lloyd (2)
"Ula" R. O. Lloyd (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Böckerheim. Powlee.
Bruff Comedy. Quanansung.
Butler Duncan Pignall. Sham.
Chechosang. Stack.
Chingtais. Steamer Wineland.
Cheong Seng Loong. Samsanyuen.
Duncan Chesney. Takmakoff.
Dubell Welsh Fusiliers. T. J. Kynock.
Honjo. Turgens.
Inganloe. Watanabe. Messengerie.
John Wheeler. Yeeon.
Kamcheong. Yuenmow.
Kongyuenhong. 5233, 3566, 3964, 3875.
Kongyuenhong. 1311, 2950 (Wingon).
Laihyuen. Tai, West Point.
Laprik. 0651, 3031, (Nam Wan).
Leide Werthman. 0208, (Suee Keechan).
Lichuenshang. 5502, 7127 (Manloong).
Matthew, Joseph, Tor- 2688, 5288 (Wing Kee).
pedo Dept. 6436.
Nathan. 3458, 4713, 5002 (Kan).
Niewoo Chiong. Hok Chau.

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A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING
WITH THEM.
BEING A LECTURE DELIVERED
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MR. H. E. POLLOCK,
Barrister-at-Law.

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NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong, Harbours:
SEA WITCH, American ship, lower—Master.
ADOLPH ORRIO, American ship, Amesbury—
Standard Oil Co.

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"SHANGHAI"
FROM ANTWERP, LONDON, PORT SAID,
SUZEE AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.
Goods not cleared by the 20th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 14th June, 1901.

FROM HAMBURG, ANTWERPEN,
ROTTERDAM, PENANG
AND SINGAPORE.
THE N.D.L. Steamship
"WÜRZBURG."
Captain Schüder, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 22nd instant, will be
subject to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 22nd instant, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office. [632c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, FUME, PORT SAID,
ADEN, BOMBAY, COLOMBO,
PENANG & SINGAPORE.
THE Steamship
"MARIA VALERIE"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This Vessel brings Cargo from Trieste.
From Trieste, ex S.S. *Massimiliano* trans-
shipped at Bombay.
Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 23rd instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 23rd
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 17th June, 1901. [617c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship
"INDIA"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 22nd instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 17th June, 1901. [528c]

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.
THE Company's Steamship
"SADO MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.
Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.
Goods not cleared by the 25th instant, will
be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 28th instant, or claims in
connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 18th June, 1901. [645c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"KUMSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after 4 P.M., the 20th instant, will be
landed at Consignees' risk and expense into
Godowns, at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th June, 1901. [668c]

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLAVERS,"
FROM LEITH, LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 26th instant, will be subject to
rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 30th
instant, or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1901. [651c]

Intimations.

NEW GOODS.
PLENTY
IN
HAND.
D. NOMA,
No. 12,
Beaconsfield
Opposite the City Hall.
Hongkong, 30th April, 1900. [41]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
JAYES
FLUID
THE BEST
PREVENTIVE
OF ALL
INFECTIOUS
DISEASES.
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1901. [37]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 44 & 46, Queen's Road Central. [23]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.
EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENTS' WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
20, QUEEN'S ROAD,
Watson's Buildings.
241

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAILMER'S PATENT MOTOR
LAUNCHES,
&c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1901. [38]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.
IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40]

UNTOUCHED BY HAND.
MELLIN'S
FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, RECKEN, LONDON, ENGLAND.

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.
HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.
SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.
NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
SCRIPTION IN STOCK,
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
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SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

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Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

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For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.

Hongkong, 13th December, 1900. [26]

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES
Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of voice, Nervous
coughs, Laryngitis, Colds, with
Wheezing, Bronchitis, Insomnia,
Catarrhal affections, and difficulty
in Expectoration, are promptly relieved
by these Cigarettes.
GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION
Renowned Physicians prescribe Grimault's
Matico as the most active and at the same time
the most innocuous remedy in the treatment
of Catarrhs and Discharges from the Capillary
ulike Capillaries, have not the inconvenience of
producing Nausea.
MATIO INJECTION is used in recent
MATIO CAPSULES in chronic cases.
GRIMAULT & Co., Paris, Sold by all Chemists.

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL
Hongkong, 2nd January, 1901. [8c]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGULAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1900. [30]

